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- TIME = 1202
- RPM = 98%
- PILOT INCREASES NOSE DOWN TO 4°
- 1000 FPM DESCENT



- RPM = 98%
- PILOT PUTS IN 2° NOSE DOWN ATTITUDE
- V/V = 500 FPM DESCENT

∠ OF ATTACK = 9.5°  
ATTITUDE CYRO 7.5°

ANGLE OF ATTACK INCREASING



SURFACE LIMITER LIGHT  
CAME ON AT MACH .47

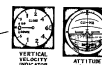
∠ OF ATTACK = 10.9°  
ATTITUDE CYRO 6.9°

- RPM = 98%
- ATTITUDE SLIGHTLY NOSE DOWN; WINGS LEVEL
- A-12 STALLS & SNAP ROLLS; GOES INTO INVERTED SPIN



∠ OF ATTACK = 23°  
ATTITUDE CYRO 19°

- TIME = 1159
- PILOT MOVES THROTTLES FORWARD TO ABOUT 98%
- SHOWED SLIGHT NOSE HIGH ATTITUDE
- KEAS & MACH BOTH DECREASING RAPIDLY
- V/V SHOWS LEVEL OFF



ROLLOUT

∠ OF ATTACK = 3.7°  
ATTITUDE CYRO 3.7°

- TIME = 1157
- APPROX 30° BANK
- PILOT DECREASED THROTTLES 1/2 INCH
- PILOT SETS CLIMB ANGLE - 2°
- MACH TRIM SYSTEM PUTS IN ABOUT 5° UP ELEVON
- 500-700 FPM CLIMB



∠ OF ATTACK = 4.3°  
ATTITUDE CYRO 7.3°

∠ OF ATTACK = 4.3°  
ATTITUDE CYRO 4.3°

- TIME = 1156
- RPM = 98%
- LEVEL FLIGHT



CHASE AT MACH .80 (True Mach = .84)  
ALT = 34,000

- APPROX 30° BANK
- CHASE GOT WARNING HORN AT 290 IAS
- INCREASED THROTTLES TO MACH .84

WENDOVER

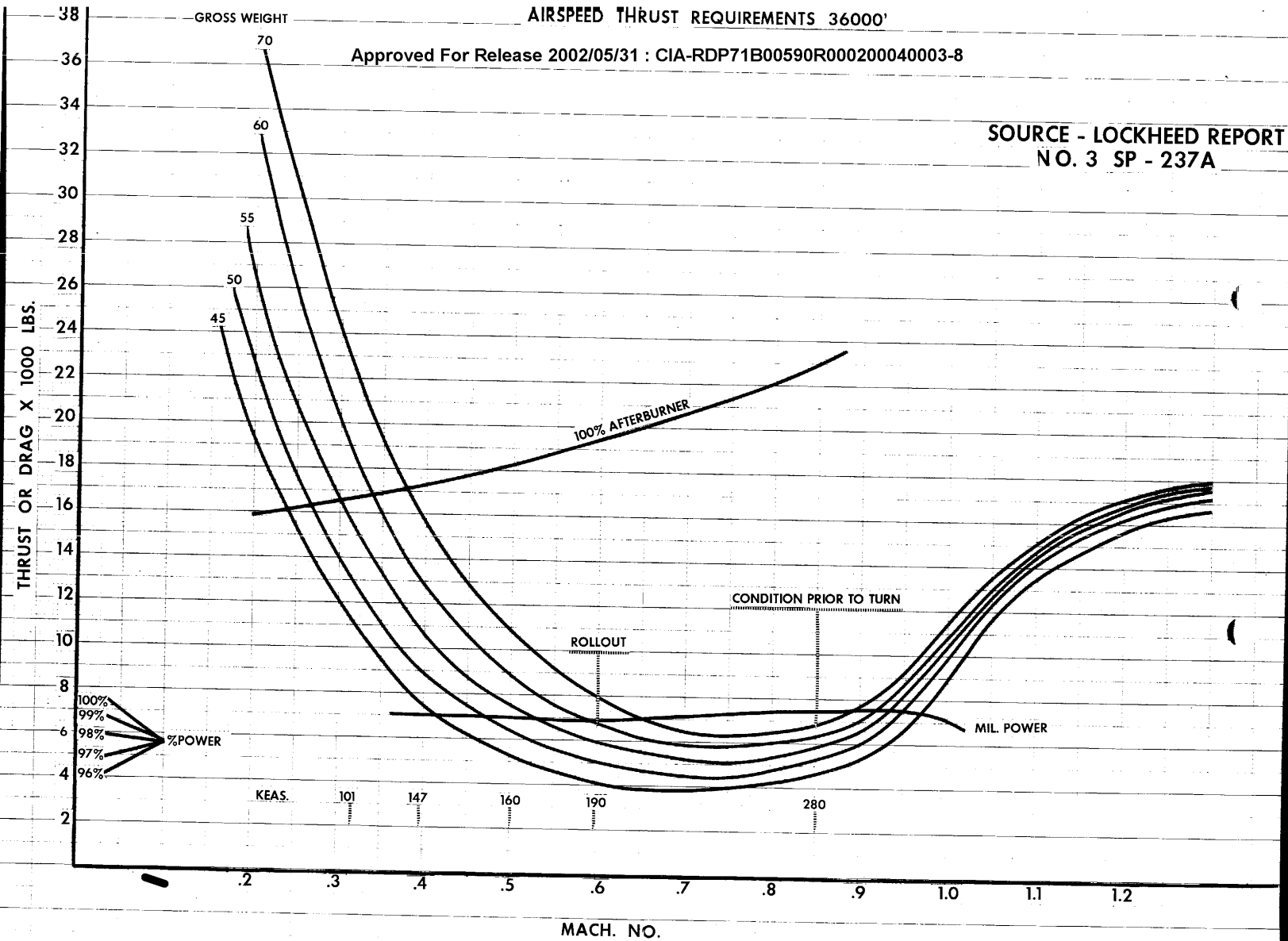


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# AIRSPPEED THRUST REQUIREMENTS 36000'

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SOURCE - LOCKHEED REPORT  
NO. 3 SP - 237A



TOPSECRET OXCART

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